

RAIL RULES TO SAVE \$50,000,000 A YEAR

Labor Board Classifies
Workers for Economy
and Efficiency.

OPEN SHOP DECLARED

But Existing Unions Will
Have Their Rights and
Speak for Majority.

PUBLIC TO BE RESPECTED

Many of Old Working Agree-
ments Will Be Preserved
in Full Effect.

CHICAGO, Nov. 30 (Associated Press).—Economies in operation and increased efficiency estimated to reach \$50,000,000 a year and recognition of the "open shop" on all American railroads were forecast to-night in the promulgation of revised working rules governing railroad shop employees by the United States Railroad Labor Board.

The new rules become effective to-morrow, December 1, and take jurisdiction over approximately 400,000 men immediately, although a still larger number will be affected when normal traffic conditions are restored.

Far reaching changes in the rules, which supplant the national agreement made during Federal control, were designed to afford a basis for permanent stability in the railroad shops of the country, and were declared by members of the labor board to be the most important work yet done by the board and of much greater significance than any decision in the past, even including wage scale adjustments.

Large Economies Likely.

Large economies are expected to result from revision of the classification rules, which were made more elastic and hereafter will permit members of certain crafts to do minor jobs previously done by members of other crafts. Statisticians attached to the Labor Board estimated that economies in operation, increased efficiency and larger output would approximate \$50,000,000 a year.

"The principle of the open shop established by the new rules," a statement by board members said, "will, in fact, be more theoretical than practical at the present time, since a large majority of the railroad shops are unionized and the existing unionism is recognized by the board and by the Transportation act as representative of the majority."

"Most of the older working rules, sanctioned by the experience of years, are preserved in full effect. Many of the more rigid rules, however, were considerably relaxed in favor of the roads, although the recognized rights of the men are fully protected and the principle of collective bargaining and union recognition is retained, as contemplated by the Transportation act."

The rules controversy dates to May 1, 1920, when the railroads emerged from Government control. Strenuous objections to the national agreement were made in a hearing, which began January 10, 1921. After several months of testimony the rules were referred back to the individual roads with instructions to negotiate such new rules as they could with their employees to replace the Federal Government rules.

Numerous rules were thus agreed on on individual roads, but on no road was it possible to draft an entire new set. The rules disagreed on were then sent back to the Labor Board, and the rules promulgated to-day will replace any such rules not agreed on by the roads and their employees. In any case where a rule has been agreed on by the carrier and its employees, that rule governs, even though the Labor Board rule may be entirely different.

Work Limits Broadened.

The majority of the changes effected by the new rules is in the classification of the work to be performed by the various crafts. Almost without exception these classifications are made more elastic. Under previous agreements with the shop crafts, including the national agreement, it has been the custom to define in detail the various types of work belonging to each craft.

The rules broaden the scope of each craft's work. The machinist working on running repairs may connect or disconnect any wiring, coupling or pipe connections necessary to repair machinery or equipment. This work was previously assigned to electricians and sheet metal workers only.

Engineers, firemen and trainmen are not prohibited from making such repairs to equipment on the lines of the road as they are qualified to perform. The new rules thus allow train operators to perform repairs work even though it is ordinarily considered shop mechanic's work.

Bolts and nuts will get the job of removing and replacing grates. Under the national agreement all grate rigging work was assigned to journeymen boiler makers.

The classification of the work of the sheet metal workers, electrical workers and carpenters has been changed to allow some of the work previously performed by them exclusively to be done by their helpers and by mechanics in other crafts where the needs of the service require it.

Under the national agreement, carmen were exclusively assigned to wrecking crews. Under the new rules wrecking crews, exclusive of engineers, will be composed of carmen, where sufficient men are available, but when needed men of any class may be taken as additional members of wrecking crews.

Another important change affecting car men is that which allows common laborers to dismantle wooden freight cars hereafter. Under the national agreement only qualified carpenters were

Railroad Wages Must Conform to New Code

CHICAGO, Nov. 30.—Future wage adjustments for railroad employees by the Railroad Labor Board must fit the new rules, which supersede regulations promulgated under Federal control, said Ben W. Hooper of Tennessee, a public member of the board, to-day. The board will be free to-morrow, he added, to consider applications from the railroads or the shop employees for a change in wage schedules. He continued:

"Some carriers have given notice of an application to decrease wages and the shop crafts have given notice for an increase. Neither application is before the board, which will therefore be free to take up this question long before either party can get it before us."

"The men who own the dollars invested in the railroads must be given fair treatment and the men who furnish the brawn and skill to operate the roads must be accorded just and humane treatment, Hooper said."

"The time never will come again when the public will be willing to give the carriers and their employees unrestrained freedom to engage in industrial warfare, to the destruction of the peace, comfort and property of the innocent third party—the public."

allowed to do this work. About 68 per cent. of the company's freight cars are built of wood. The new rule will permit employees getting \$2.25 to \$5 a day to do work previously required to be done by carmen receiving \$5.84 a day.

An entirely new rule promulgated by the board for the first time creates a new type of apprentice to be known as "special apprentice." Previously there have been only two kinds of apprentices. Regular apprentices are youths entering the service between the ages of 15 and 21 years and serving four years' apprenticeship, and helper ap-

BOTH SIDES FINISH IN ARBUCKLE TRIAL

Prosecution Makes Reservations Which May Extend Medical Testimony.

3 HOURS OF ARGUMENT

Case Likely to Be in Hands of Jury To-morrow—Defence Challenge Refused.

SAN FRANCISCO, Nov. 30.—The prosecution in the case of Roscoe A. Arbuckle, accused of manslaughter in connection with the death of Virginia Rappe, closed to-day, but made reservations which may lead to an extension of testimony for several hours to-morrow. The defence attorneys said they reserved the right to controvert anything new brought out, but otherwise they said their case was closed.

Attorneys agreed on four hours for arguments for each side, so that it appeared, they said, the jury might have the issue in its hands by Friday afternoon.

The defence to-day offered in evidence in support of that given by Mrs. Minnie Neighbors, who was arrested last night on a charge of perjury preferred by the prosecution. Mrs. Neighbors had testified that Miss Rappe had been a guest at a resort near Los Angeles. This was refuted for the State by the hostess of the resort, who declared Miss Rappe never had registered at that place. To-day another employee of the resort testified that she had seen Miss Rappe there at the time specified by Mrs. Neighbors.

A leading witness to-day was Dr. Rufus L. Rignold of San Francisco, who was called to rebut defence evidence that injuries of the sort which resulted in the death of Miss Rappe could be caused by agencies other than external force. Dr. Rignold testified that he knew of no case of his own knowledge where such injury was purely internal or spontaneous in character.

Before adjournment to-day the defence offered to submit the case without argument, but the prosecution declined.

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Means's \$1,000,000 Suit in King Case Dropped

Dismissal Ends Actions Growing Out of Wills.

CHICAGO, Nov. 30.—The last court action growing out of the will of James C. King millionaire lumberman, and the shooting at Concord, N. C., of his widow, Mrs. Maude King, was wiped from court records to-day. Judge Stough dismissed the suit of Gaston B. Means against the Northern Trust Company of Chicago for \$1,000,000 for an alleged plot to send him to the gallows for Mrs. King's death.

Means was tried at Concord for murder and acquitted. He charged the trust company, executor of the King estate, planned to have him hanged for murder so the company could gain control of the \$3,500,000 King estate. An alleged second will of Mr. King, produced by Means after Mrs. King's death, was declared a forgery by Judge Baldwin in Circuit Court several months ago.

Means charged New York officials were involved in the alleged plot to convict him of murder.

FOCH BUSY IN SEATTLE

Sees Parade, Gets Degree, Talks Twice, Tours City, All in 5 Hours.

SEATTLE, Nov. 30.—Marshal Foch reviewed a parade of men who fought under him in France, delivered two public addresses, received the degree of doctor of laws from the University of Washington and made an automobile tour of the city, all in five hours, here to-day.

Cheering thousands lined the streets along the entire six mile route to the University of Washington.



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